
TOMORROW'S ROOSEVELT NEIGHBORHOOD PLAN



March 1999

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Acknowledgements

Thanks to all who participated in Phase I and/or Phase II of Tomorrow's Roosevelt neighborhood planning process.

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Table of Contents

EXECUTIVE SUMMARY	1
KEY STRATEGIES	4
I. INTRODUCTION	5
A. BACKGROUND AND PURPOSE..	5
<i>Growth Management and Neighborhood Planning</i>	5
<i>Urban Villages and Urban Centers.</i>	5
<i>Neighborhood Profile and History..</i>	7
B. PROCESS	9
<i>Previous Planning..</i>	9
Neighborhood Planning Office and Tomorrow's Roosevelt..	9
<i>Light Rail Station Planning..</i>	14
C. PLAN ORGANIZATION..	15
II. PLAN ELEMENTS	16
A. LAND USE AND ECONOMIC DEVELOPMENT..	16
<i>Land Use Transitions and Building Heights..</i>	18
<i>Housing</i>	20
<i>Commercial Core..</i>	24
B. URBAN DESIGN	32
<i>Neighborhood Identity</i>	34
<i>Pedestrian Environment</i>	36
<i>Community Gathering Spaces..</i>	40
<i>Roosevelt High School Design issues</i>	43
<i>Design Guidelines</i>	44
C. TRANSPORTATION	46
<i>Arterial Traffic</i>	46
<i>Parking..</i>	50
<i>Light Rail Station.</i>	51
D. COMMUNITY SAFETY AND LIVABILITY	56
III. KEY STRATEGIES	57
A. ROOSEVELT TOWN CENTER	57
B. ROOSEVELT'S KEY PEDESTRIAN STREETS	60
C. ROOSEVELT: GROWING GRACEFULLY..	62
IV. APPENDICES	65

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Executive Summary

Tomorrow's Roosevelt has been working to develop their neighborhood plan since mid-1996. This document presents the results of this effort to produce a community-based plan.

Profile: Situated just east of Interstate 5, the core of the Roosevelt Neighborhood Planning Area is the historical neighborhood business district centered on Roosevelt Way NE and NE 65th Street. Surrounding the retail core and extending along Roosevelt and 65th is a mix of commercial and multifamily residential uses, including recent developments of a much larger scale than the older buildings. The remainder of the area consists of early twentieth century craftsman bungalow and Tudor houses, the Green Lake Reservoir and adjoining Froula Park, Cowen Park, Roosevelt High School and the Calvary Temple church.

The neighborhood is dominated by the impacts of automobile traffic on I-5 and its off-ramps, Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, NE 65th Street and NE 75th Street. The speed and volume of the traffic pose a major challenge to maintaining and enhancing the small town character of the neighborhood.

Process: The challenge of gracefully accommodating growth led to the development of a neighborhood plan in 1992. While this plan was not adopted by the City, it formed a foundation for this planning effort, and a core of community volunteers that has carried over into Tomorrow's Roosevelt.

Tomorrow's Roosevelt formally began Phase 1 of the Neighborhood Planning Process in January 1997. A survey and series of community meetings helped identify the issues that were most important to area residents and business people. Phase II began in January 1998 with the formation of a Steering Committee and subcommittees to develop the major elements of the plan: Land Use and Economic Development, Urban Design, and Transportation. A neighborhood design workshop in March began shaping those issues into specific proposals for the neighborhood. Many of the ideas generated there and by the planning subcommittees were presented at an Alternatives Workshop in May to get further public feedback. Another survey was done in the summer of 1998 to both inform the Roosevelt community about the planning effort and to get their input on some of the key alternative solutions for the neighborhood plan. Their responses helped further define priorities and strategies for the plan.

The key proposals being presented in the plan reflect the work of the three planning subcommittees and a fourth committee formed to look at housing issues, which are included in the Land Use and Development section. A section on Community Safety and Livability has been added to cover issues that arose through the planning process. These elements are described below along with three Key Strategies that integrate recommendations from the individual elements.

Land Use and Economic Development

The Roosevelt community seeks to direct growth over the next twenty years in ways that gracefully accommodate the expected 25% increase in housing units and improve the appearance and vitality of its small-town business district, while maintaining its family-oriented character.

Land Use Transitions and Building Heights: To protect the neighborhood from potential negative impacts of new development and promote growth that fits into its existing urban fabric, it is necessary to develop strategies to sensitively deal with transitions between divergent land uses and contrasting heights. To this end, limited up- and down-zones are proposed for further study to produce better transitional zones. In addition, Design Guidelines described below would encourage better architectural treatment of transitions between uses and heights.

Housing: Tomorrow's Roosevelt promotes development of a wide range of housing types and affordability, along with strategies to promote home ownership and maintenance. Strategies include zoning strategies to promote redevelopment and affordable housing, better enforcement of building and housing codes, and working with non-profit and for profit developers to promote housing and/or mixed used development in key areas.

Commercial Core: To maintain and enhance a vital, pedestrian-oriented retail core, commercial and mixed-use development should continue to be concentrated in the existing commercial core. This will be accomplished in part by allowing single-purpose residential development in the commercial zone north of the core, and by extending a modified pedestrian overlay zone within the core. A number of economic/business development strategies are proposed, including a self-guided walking tour, "welcome packages" for new businesses, and initiation of a "signature" event or festival. In addition, physical improvements, including gateway and streetscape treatments and improvements to the commercial pedestrian environment, along with planning for Sound Transit, will be key to strengthening Roosevelt's commercial core.

Urban Design

Tomorrow's Roosevelt proposes a series of physical improvements and guidelines for future development to enhance the appearance and vitality of the neighborhood.

Neighborhood Identity: Improving Roosevelt's identity as both a business district and a residential neighborhood could be accomplished through signature streetscape treatments on its primary arterials and gateway treatments at the major entrances to the neighborhood. Establishment of the Roosevelt Arts Council could help develop these signature treatments. In addition, encouraging local businesses to identify themselves as part of the Roosevelt neighborhood, and naming public facilities in the neighborhood "Roosevelt" would help promote Roosevelt's identity.

Pedestrian Environment: Improvements to Roosevelt's pedestrian environment will strengthen the business district and make the neighborhood safer and more pleasant for all. Recommendations include curb bulbs to extend the sidewalks into the intersections to shorten crossing distances and create room for landscaping and street furniture improved crosswalk treatments, widening planting strips along 12th Avenue NE and widening sidewalks along Roosevelt Way NE, and creating a pedestrian connection to Green Lake along NE 70th Street.

Community Gathering Spaces: Providing better places for community gatherings - including both open spaces and neighborhood meeting places - is an important part of making Roosevelt a better neighborhood. Implementing the Cowen Park Master Plan, improving Froula Park – including potential improvements around the reservoir – and creating new Roosevelt open spaces in conjunction with large developments – including a central “Town Square” open space – are the key open space objectives. Several strategies for creating year-round meeting places for community groups are also proposed.

Roosevelt High School Design Issues: The planned renovation of Roosevelt High School in 2004-6 provides an opportunity to address several design problems and opportunities with the neighborhood, including the possibility of joint use of school facilities.

Design Guidelines: Tomorrow’s Roosevelt proposes amending and adopting the 1992 Roosevelt Neighborhood Plan’s design guidelines for new developments required to go through the City’s Design Review process, as well as reducing the size of projects required to undergo design review. Guidelines focus on encouraging better transitions between commercial and residential zones, facade design, sign design, pedestrian orientation, and parking lot landscaping.

Transportation

This plan presents alternative recommendations to calming the arterials that have such an impact on Roosevelt, suggestions for dealing with parking, and direction for light rail station planning.

Arterial Traffic: Two main alternatives for calming arterial traffic on Roosevelt Way NE and 12th Avenue NE were analyzed and presented for further study; converting the one-way couplet back to two-way traffic, and eliminating the peak hour parking restrictions if the streets remain one-way. With either configuration, curb bulbs and street trees would help slow traffic. Likewise, signage and signalization improvements are necessary and should be implemented.

Due to the reluctance of SeaTrans to further study the two-way conversion, and the divided opinions of the Roosevelt community on this proposal, Tomorrow’s Roosevelt is focussing on eliminating peak hour lanes and constructing curb bulbs configured to contain street trees to help slow traffic on Roosevelt Way NE and 12th Avenue NE.

Parking: Strategies for dealing with parking problems spilling over into residential areas from the business district, the high school, and the university, as well as parking management within the commercial area are proposed, including extending the Residential Parking Zone into Roosevelt and establishing a voluntary parking management plan.

Light Rail Station: Construction of the light rail line and station in Roosevelt will have a major impact on the neighborhood. This plan examines those impacts, strongly recommends a station in the commercial core, and provides direction for future station area planning.

The decision to delay construction of the Roosevelt station and extension to Northgate until Phase II creates new challenges for the neighborhood. It is important that Station Area Planning examines the true transit-oriented development potential of the alternate station sites, and that decisions on how to terminate Phase I do not preclude an underground alignment or have adverse construction impacts on the neighborhood.

Community Safety and Livability

Several community safety and livability issues were raised through the planning process, and several strategies for addressing them are outlined:

Promoting a Healthy Environment: Strategies to deal with deteriorating residential and commercial properties include establishing a Neighborhood Ombudsman to help resolve conflicts and deal with City departments and officials on code violations and other safety and livability issues.

Community Policing: Efforts to strengthen the block-watch program could be reinforced by the establishment of a community policing officer with a stronger police presence in Roosevelt.

Key Strategies

Many of the recommendations for the plan elements listed above are integrated into three “Key Strategies” for implementation. These Key Strategies group related recommendations from the different elements around thematic concepts. These concepts provide the basis for integrated implementation of many of the plan’s recommendations.

Roosevelt Town Center

One of the most effective ways to strengthen Roosevelt’s identity, reinforce its role as a neighborhood business district and set the stage for its future role as a transit center will be to develop a “Town Center” that provides several of the key elements desired for the community in an integrated scheme in the core of the business district, including: a central “Town Square” open space, a Neighborhood Center with public meeting space, entrances to the Roosevelt Light Rail Station, and transit-oriented development that would reinforce the commercial core.

Roosevelt’s Key Pedestrian Streets

An integrated series of traffic, streetscape and land use improvements for Roosevelt’s key arterials - Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, and NE 65th Street - could improve the vitality of the business district, the appearance of the entire neighborhood, and the safety and comfort of these streets. Making these key streets more pedestrian-friendly is an important strategy for creating a more livable neighborhood.

Roosevelt: Growing Gracefully

Growth strategies are designed to achieve the vision Tomorrow’s Roosevelt has developed for a neighborhood with a compact, mixed-use core, well-designed transitions to adjacent multifamily housing that compliments the neighborhood character, and healthy single-family areas. Ensuring a high standard of development is a key to preserving and enhancing Roosevelt’s character and quality of life.

This plan illustrates and explains recommendations presented to the City in the Final Approval and Adoption Matrix, which lists action items for the Key Strategies and other short and long range implementation activities.

I. Introduction

A. Background and Purpose

Growth Management and Neighborhood Planning

Since early 1995, neighborhoods throughout Seattle have been engaged in planning for their future development. These neighborhood planning efforts represent an innovative, grass-roots approach to growth management that encourages neighborhood residents, business owners, and other community members to plan for their own future.

Seattle's neighborhood planning program stems from the Washington's Growth Management Act (GMA), passed by the state legislature in 1990. GMA requires Washington communities to prepare a twenty-year comprehensive plan for their projected growth. In response to this mandate, the City created *Seattle's Comprehensive Plan: Toward a Sustainable Seattle*, commonly referred to as the Comp Plan. Adopted by the Seattle City Council in 1994, the citywide Comp Plan proposes concentrating growth within the city's existing neighborhoods. The Comp Plan establishes guidelines that allow neighborhoods to develop plans and accommodate growth in ways that protect a neighborhood's existing character, provide for its needs, and enhance its livability.

Urban Villages and Urban. Centers

A basic tenet of the Comp Plan is a concept that concentrates future growth in areas designated as either "urban villages" or "urban centers." Urban centers are larger districts that sometimes encompass several urban villages in dense, pedestrian-oriented communities with direct access to regional high-capacity transit. The University Community and Northgate are examples of urban centers.

Urban villages are the commercial and residential cores of historically distinct neighborhoods. Like urban centers, but on a somewhat smaller scale, urban villages are intended to be relatively dense, walkable communities, served by local shops and services and well connected by transit systems.

Roosevelt has been designated as an urban village, with planning area boundaries along I-5, NE 75th Street, 15th Avenue NE, Cowen Place NE, and Ravenna Boulevard.

According to growth targets contained in *Seattle's Comprehensive Plan*, the Roosevelt neighborhood is expected to absorb approximately 340 additional housing units by 2014. This document outlines the neighborhood's objectives and priorities for meeting those growth targets while maintaining its unique character and livability. Beyond meeting growth management and Comp Plan objectives, Tomorrow's Roosevelt Neighborhood Plan presents an opportunity for the community to define its vision for the future and the actions needed to carry this vision into the 21st Century.

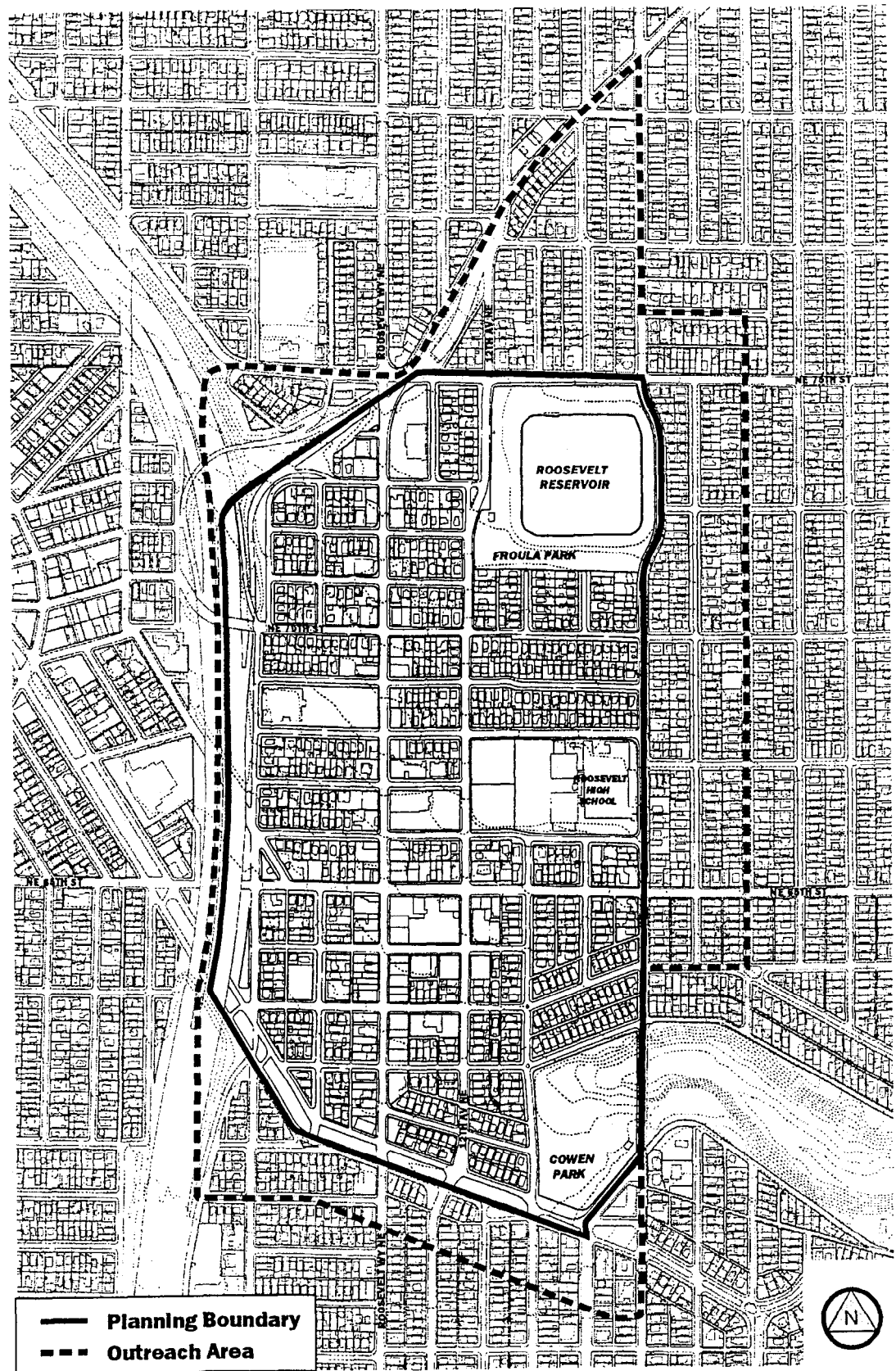


Figure 1: Roosevelt Urban Village Planning Area Boundaries and Outreach Area

Neighborhood Profile and History

Profile: The core of the Roosevelt Neighborhood Planning Area surrounds the neighborhood business district centered on Roosevelt Way NE and NE 65th Street. It lies immediately east of Interstate 5 and is crossed by several major arterial streets: Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, NE 65th Street, and NE 75th Street.

- *Business:* There are approximately 170 businesses in the Roosevelt neighborhood. Commercial development occurs along most of Roosevelt Way NE and NE 65th Street. The heart of the business district, at NE Roosevelt Way and NE 65th Street, is characterized by mostly small, sole-proprietor retail businesses, a few destination retail establishments, grocery stores, and numerous restaurants.
- *Housing:* The Comprehensive Plan estimates that there are 1,007 housing units in the neighborhood. Current neighborhood newsletter distribution indicates that there may be 1200 or more households within the planning area. Most, approximately 700 to 750, are single-family homes. There are at least 200 to 250 multifamily housing units in the neighborhood, including duplexes and apartments. Some of these are found amidst single-family homes, others in or adjacent to the commercial core. Homes are generally modest in character, many with good views of the Olympics, the Cascades, Seattle's downtown, Mount Rainier, or local parks and boulevards. One thing that stands out is the diversity of the housing types and their architectural styles. Prices in the area are above market average, in large part because of the easy access to the University and downtown, with single-family homes ranging from \$200,000 to \$500,000 (1998).
- *Population:* Estimated total residential population (1990) in the neighborhood is 4900—up 6.5% since 1980. The 1990 Census indicates neighborhood residents are predominately white and between the ages of 18 and 64. Since 1980 there has been a 13% increase in the number of children in the neighborhood and a drop of 8.9% in the number of elderly. Most residents live in owner-occupied housing, although ownership numbers have dropped 7.6% since 1980, and conversions to rental housing have been highly concentrated in some parts of the neighborhood.
- *Recreation:* Recreational resources in Roosevelt include Froula Park, just south of the Green Lake reservoir in the northeast corner of the neighborhood, and Cowen Park in the southeast corner of the neighborhood. Ravenna Boulevard, part of the City's historic Olmsted park system, runs along the south and west borders of the neighborhood and provides vehicular, pedestrian, and bicycle access to Green Lake. The Roosevelt High School playfields and track also serve the community.
- *Relationship to Surrounding Areas.* The Roosevelt neighborhood lies between two of the city's busiest north-end commercial nodes—just north of the University District and about two miles south of Northgate. To the east is the Ravenna-Bryant neighborhood and to the west, separated by Interstate 5, is the Green Lake neighborhood. To the north is the Maple Leaf Neighborhood.

History. The Roosevelt neighborhood was annexed to Seattle in 1891. Though some houses were built in the early 1900s, most of the residential and commercial building took place in the 1920s. Roosevelt High School opened in 1922.

The first commercial club was formed in 1927 and chose to name the district in honor of ‘Teddy Roosevelt. Some of the area’s first commercial businesses included Sears and Roebuck, a gas station, several bakeries, a newspaper, a movie theater, and a shoe store. Until just before WW II, the neighborhood was served by a street railway system which ran from downtown Seattle along 15th Avenue NE to NE 80th Street.

12th Avenue NE and Roosevelt Way NE were converted to one-way arterial streets in 1961 to act as traffic relievers for the construction of Interstate 5. According to at least one local businessman, the business district suffered after this change. The one-way traffic allowed people to drive through the district faster, and fewer people stopped to shop. This prompted the local business community to push for freeway access ramps to and from the neighborhood when I-5 was built.

The Roosevelt district is an attractive city neighborhood with its own shopping district, filled with small wood and brick Tudors and Craftsman-style bungalows that have become models for current housing development. Today’s residents like the neighborhood location and its proximity to the University of Washington, the freeway, downtown Seattle, and Northgate. Easy access to and from the freeway continues to be an important influence on the vitality of the district.



Figure 2: Single Family Homes in Roosevelt

B. Process

Tomorrow's Roosevelt has been committed to conducting a thorough outreach campaign throughout its neighborhood planning effort. From the start, one of the guiding principles of the neighborhood plan was to make it as inclusive as possible. To this end, special efforts have been made to distribute surveys, notices and other information not only to residents and businesses, but also to absentee landlords, often by hand. Particular efforts have been made to reach out to the business community, especially in Phase I.

Previous Planning

The Roosevelt Neighborhood Plan is the neighborhood's second neighborhood planning effort in recent years. A 1991-1992 planning effort resulted in a two-part plan that includes:

- Proposed Commercial Area Zoning recommendations for a significant downzoning of the commercial area.
- Proposed Neighborhood Design Guidelines intended to soften the transition between commercial and residential zones and to guide streetscape and parking area development.

Due to concerns about the viability of downzoning recommendations and opposition from local property owners and businesses, the 1992 plan remains unadopted by the City. The Proposed Neighborhood Design Guidelines, however, were generally accepted by the neighborhood and are incorporated as part of this plan.

The opposition by property owners and businesses to this earlier plan led Tomorrow's Roosevelt to make a concerted effort to include this important group of stakeholders in the current planning process.

Neighborhood Planning Office and Tomorrow's Roosevelt

In 1995, the Seattle Neighborhood Planning Office (NPO) was established as a temporary executive office of the City charged with assisting 37 individual neighborhoods with the neighborhood planning processes.

Tomorrow's Roosevelt was formed to involve neighborhood residents, businesses, employees, institutions and property owners in the planning process. An organizing committee began meeting in June 1996 to do stakeholder analysis, planning committee recruitment, and development of the Phase I scope of work and outreach strategy. In the fall, members of this group made presentations to the Roosevelt Neighborhood Association (RNA) and the Roosevelt Chamber of Commerce (RCC) to engage these entities in the planning process. From the beginning, the outreach strategy has been to use existing community organizations as "conduits" to the greater community.

Phase I

The neighborhood planning group's first organizational meeting was on May 1996, and Tomorrow's Roosevelt formally began Phase I of its neighborhood planning effort in January 1997. Throughout Phase I, the planning committee regularly contributed newsletter articles and inserts to RNA and RCC publications, which are widely distributed (all residents and businesses receive the RNA newsletter by hand delivery, and all businesses are mailed the RCC newsletter). Tomorrow's Roosevelt also produced its own flyers, mailers, web page, and press releases to complete outreach efforts. Highlights of this process included:

- In February 1997, a Good Neighbor Day kick-off event was held. Planning handbooks which explained the purpose of neighborhood planning were produced and distributed. Sixty people attended.
- Tomorrow's Roosevelt interviewed approximately 50 community members. These interviews provided a chance for the committee to speak with stakeholders and gain direction for the development of future workshops and printed materials.
- Tomorrow's Roosevelt collaborated with the RNA and the RCC in the spring of 1997 by holding a workshop at each group's May meeting. Twenty-five people attended the RCC workshop and 65 people attended the RNA workshop. In addition, two business area focus groups were held.
- In the Spring/Summer of 1997 surveys were distributed to all neighborhood residents, businesses, and absentee landlords. The return rate was outstanding: 21% of all residents and absentee residential property owners; 20% of all commercial property owners; and 70% of all businesses returned surveys.
- By the end of the summer, Tomorrow's Roosevelt had created a draft neighborhood vision statement and Phase II scope of work. These products were described in a validation mailing that went to all residents, property owners, and businesses. A Phase I validation event was held on September 20, 1997.

Following is the Vision Statement produced by Tomorrow's Roosevelt at the end of the Phase I planning effort and ratified at the beginning of Phase II.

Tomorrow's Roosevelt Neighborhood Vision: An Identity in Progress

***Roosevelt is a place where neighbors know each other.** We have frequent community celebrations to bring together those who live, work, go to school, and operate businesses in our neighborhood. Groups like the Roosevelt Neighborhood Association, the Roosevelt Chamber of Commerce and the Roosevelt High School collaborate to improve our community. We look out for one another and our strong block-watch system keeps our residential and commercial districts safe.*

***Roosevelt is an ever evolving neighborhood built on strong foundations.** Things change, but thoughtfully. New developments are of the highest quality and are designed to augment our special character and strengthen our vibrant business district. Our great variety of businesses and housing options attract a mix of people to live, work and shop in our neighborhood.*

***Transportation works in Roosevelt.** The RTA, and other public transportation, provide a vital link to neighboring communities and beyond. When we must drive, we travel on well paved roads that allow traffic to move at a comfortable, but not excessive, speed. These same options allow people to “get here” so that we are accessible to visiting friends and family, to patrons of our commercial core, and to those who come to enjoy our parks and fields. We have partnered with the city to ensure that the cars, buses, and light rail trains coming to and through our neighborhood “share” the road with those of us who travel on bike and foot.*

***Roosevelt is an esthetically pleasing community** with attractive streetscapes, interesting storefronts, comfortable residences, and flourishing parks. Street trees, park benches and urban gardens encourage a pedestrian scale. Our environment allows for function as well as form, Public art marks a central gathering place and our many open spaces provide recreational opportunities for people of all ages and interests.*

Phase II

Phase II of Tomorrow's Roosevelt Neighborhood Plan began in November of 1997 with solicitations for appointments to a Board. In January of 1998 a Steering Committee was formed with 3 subcommittees: Land Use and Economic Development, Urban Design, and Transportation. A Housing subcommittee was formed in the spring of 1998 to focus on housing issues.

Both the Steering Committee and these subcommittees were open to any participants and have held regular meetings. These meetings are announced at community meetings and through neighborhood and local newspapers, the Neighborhood Planning Office's newsletter and monthly calendar, and the Department of Construction and Land Use newsletter.

Several public meetings were held to gather input from neighborhood residents, business people, and property owners. These meetings were advertised through local newspapers and hand-distributed fliers. Phone lists compiled by Tomorrow's Roosevelt, the Roosevelt Neighborhood Association, and the Roosevelt Chamber of Commerce were also used to make personal invitations. Phase II outreach activities included:

■ Outreach Activities.

Phase II Mailing for Appointment of Board – November - December 1997

Notification of Phase I participants and stakeholder groups of meeting to elect Phase II Board and subsequent notice of the election results.

Kick-off Retreat-January 31, 1998

Planning committee members and consultants convened to kick-off Phase II of the neighborhood planning effort. A contest to create a theme for Roosevelt was held, and "Seattle's Small Town" won the straw poll. The overall structure of the Phase II planning effort and relationships between the Planning Committee, the consultants, and the City were discussed. Gaps in the planning committee were identified, including absentee landlords, commercial property owners, and representatives from surrounding neighborhoods. Strategies for filling these gap were discussed, including more outreach to commercial and apartment landlords and expanding the outreach area to the triangle between 1 5th Avenue NE, NE 75th Street, and Lake City Way and a two-block buffer around the planning area boundaries. Sub-committee work plans were scoped, and plans for a public design workshop were discussed.

Public Design Workshop -March 14, 1998

Planning committee members and neighbors began shaping the Phase I issues and vision statements into specific proposals through a group brainstorming session in which ideas and issues were graphically recorded, then rated in terms of importance, followed by small group mapping exercises in which ideas and concerns were recorded on large-scale maps. These plans formed the basis for the development of alternative recommendations to be further developed by the subcommittees.

Outreach Workshop-April 27, 1998

An *ad hoc* outreach committee met with consultant Nellie Fujii Anderson of NFA Marketing Services to learn about and organize outreach strategies.

Alternatives Presented to the Roosevelt Neighborhood Association – April 28, 1998

Representatives of Tomorrow's Roosevelt and their consultants presented the summary of the Design Workshop and the trends and alternatives emerging from the planning process to the local neighborhood group. Questions about the plan and the planning process were answered, and comments and suggestions were taken.

Alternatives Presented to the Roosevelt Chamber of Commerce-April 29, 1998

Representatives of Tomorrow's Roosevelt presented the summary of the Design Workshop and the trends and alternatives emerging from the planning process to the local business organization. Questions about the plan and the planning process were answered, and comments and suggestions were taken.

Alternatives Workshop at Roosevelt Square – May 20, 1998

Alternative recommendations emerging from the public design workshop, sub-committee meetings and presentations to neighborhood groups were presented at a public workshop. Planning committee members and consultants described options and answered questions. Surveys were distributed at the workshop to help evaluate the alternatives and gauge neighborhood support for the recommendations.

Distribution of Survey -June -July, 1998

Another survey describing issues and alternatives was developed based on the feedback from the Alternatives Workshop delivered throughout the neighborhood in the summer of 1998. 1970 surveys were mailed or delivered to all residents and business in the neighborhood and within two blocks of the planning area boundaries, and to all commercial and absentee property owners. Approximately 10% were returned.

Fun Event – September 27, 1998

A neighborhood gathering with refreshments and live music was held to celebrate the planning process, recognize the hard work of those involved and let others in the neighborhood learn more about the planning process and recommendations.

Distribution of Zoning Mailer – October, 1998

An informational flyer on the Land Use and Economic Developmentcommittee's zoning recommendations, and the November 17 public meeting to present and review them, was mailed to all addresses within 300 feet of the proposed changes.

Zoning Meeting – November 17, 1998

The Land Use and Economic Development committee's recommendations for zoning changes were presented to the public along with preliminary re-zone analysis. Public comments were taken, questions were answered, and participants were given evaluation forms to determine the level of support for the recommendations. The Land Use and Recreation Committee, along with some of the participants of the Zoning Meeting, met to evaluate the comments and feedback received. As a result, several of the re-zone recommendations were either revised or deferred for further consideration in the Station Area Planning process.

Distribution of Validation Mailer-November - December 1998

A flyer summarizing the Draft Plan, announcing where to get and/or review a copy of the plan, and publicizing the December Validation Events was mailed to all addresses in the neighborhood and within two blocks of the planning area boundaries. A survey to determine neighborhood support for the plan recommendations was included in the mailer.

Distribution of Draft Plan – November - December 1998

The Validation Mailer listed seven locations in and around the neighborhood where the Draft Plan could be reviewed and told how to get a copy. Approximately 70 full copies were distributed.

Validation Events – December 6, 8, 17, 1998

Validation Events were held on a weekend afternoon, a weekday afternoon, and a weekday evening to provide ample opportunities for all stakeholders to attend. A summary of the plan and the planning process was presented, displays of individual elements were available for closer review, and participants were polled to determine neighborhood support for the plan recommendations. As a result of this feedback, changes were made in the final matrix and plan.

■ Committee Meetings

Planning Committee and subcommittee meeting were held roughly monthly, although some of the subcommittee meetings were combined with Planning Committee meetings after August 1998. All meetings were open to the public.

Light Rail Station Planning

Implementation planning began in May 1998 for a regional transit system, including a planned light rail line with a station to be built in Roosevelt. Tomorrow's Roosevelt Neighborhood Plan identifies important planning concerns that will need to be considered as the detailed station area planning process takes place in 1999. Unlike this neighborhood planning effort, which was community-driven, the Station Area Plan is led by Seattle's Strategic Planning Office and a citizens' advisory board consisting of community stakeholders. Some of the studies that should be done through Station Area Planning and subsequent Sound Transit plans for the Roosevelt Station are:

- Contract rezones for residential capacity
- Complete parking analysis and recommendations
- Business displacement and gentrification
- Construction impacts
- Bus circulation/traffic
- General zoning and urban design around station
- Public open space around station
- Neighborhood meeting place

Given the decision to delay construction of the Roosevelt Station and the Northgate Extension until Phase II, detailed Station Area Planning will not be available or appropriate for Roosevelt in 1999. It would be appropriate and extremely useful to conduct the kind of analysis of transit-oriented development potential of the alternative station sites that would help make informed and timely decisions on alignment and station location.

C. Plan Organization

The key elements of the plan are presented in four categories:

- . Land Use and Economic Development
 - Urban Design
 - Transportation
 - Community Safety and Livability.

Many of the elements from these four categories are related and can be most effectively implemented through strategies designed to coordinate individual recommendations into broader action plans. These “Key Strategies” are described in Section 111.

This plan reflects changes and revisions due to input from the Roosevelt community during the Validation process and from the City in their review process.